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(Telephone No. 50.)

Hongkong, 23rd July, 1889.

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CORDIALS.

A. S. WATSON & CO., LTD.,
Hongkong, China, and Manila.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 18, 1889.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s extra steamer *Kashgar*, from Bombay, left Singapore for this port at 10 a.m. to-day.

Two coolies got quarrelling, near the Portuguese Club, last night, and one argued with a knife. The other party breathed his *illiter dicta* into Mr. Wodehouse's sympathetic ear, this afternoon.

The local Share Market is still in a moribund condition and no prospects of any improvement are apparent. The settlements at the end of the present month are regarded with considerable apprehension by all concerned.

A NUMBER of famine refugees from Houam, consisting of over a hundred men and women, entered a nursery one night last month outside the city gates of Nanking, and having bound and gagged the nuns there, rifled the convent of about a thousand dollars worth of gold and silver ornaments, votive offerings of devotees to the idols. One man only has so far been arrested.

MISHAPS are not confined to the British navy apparently, for we notice by the last mail papers that the United States new fast cruiser *Boston* was very nearly lost by running on the rocks in Newport Rhode Island, and had to be sent to New York for docking and extensive repairs to her bottom, while her sister vessel, the *Allanta*, had a serious break-down of her engines on an experimental cruise which has disabled her for the time being.

WE note there is quite an epidemic of rabies amongst the canine species in the neighboring colony of Singapore, and that some awful deaths from hydrophobia, principally however confined to Chinese, has been the result. Stringent measures have been adopted by the police of the Straits Settlements against all stray dogs without collars or owners, but the Press say this has had but little effect, and it now advocates the muzzling of all dogs accompanying their owners into the town. The disease is said to have been introduced by imported dogs from England. We commend the attention of our Police authorities to the above and that a special watch should be kept on vessels owning dogs coming into this Colony from the Straits Settlements.

THE Foochow Echo of the 14th inst. gives the tea export for the previous week as follows:—
For London: 358,164 lbs.
For Continent of America: 20,548 "
For Continent of Europe: 64,004 "
For Hongkong: 41,204 "
For Queensland Ports: 170,979 "
For Sydney: 137,872 "
For Melbourne: 206,998 "
For Adelaide: 23,575 "

TWENTY-TWO men, elders of the Huang and Chu clans in the Canton district, who have been engaged in a general round of "wounding and slaughtering one another the past week or so on account of a single egg worth about two cash, were brought in chains to Canton yesterday by Brigadier-General Huang to be "dealt" with for the crime of not preventing the younger "bloods" of their respective clans from indiscriminate killing and wounding. The latest accounts give a total on both sides of twenty-six killed and over a hundred wounded. We have all read about the famous Corsican vendetta on account of a hen, but this Chinese clan dispute about an egg is certainly the best on record. Three members of the Huang clan left Hongkong a day or two ago to go and join in the hostilities.

Mr. Walter Knaggs writes to Singapore *Free Press* under the heading "The Ancient Mines in Pahang."—"With reference to your enquiry as to the existence of old workings in Pahang similar to those you describe as having been formed at Kolar mines, I beg to inform you that they most certainly do exist. On the Jelai, where I am opening mines for the Malayan Pahang Concession Co., Limited, of London, there are some of extraordinary interest, which have been described by the two experts who were sent out by Messrs. John Taylor & Sons, the eminent mining engineers of London, as being of greater extent than any they had ever seen or heard of. Imagine a hill something like Bukit Timah, honey-combed with pits some 60 to the acre, and sometimes only three feet apart. So close are they that it is really dangerous to walk between them. They attain a depth of from 100 to 200 feet. By whom these pits were dug is a mystery. They show no traces of the use of gunpowder nor have any implements or utensils been found to throw light on this subjects. We are driving tunnels in from the foot of the hill; and have already struck very valuable reefs. We find the old miners took out everything until stopped by water or foul air. The whole place is now a mass of dense jungle. Tradition does not go far back in Pahang; and everything before the advent of the Malays is ascribed to the Siamese; but I am more inclined to give Hindoos the credit for this vast work; as I am informed on good authority (although I have never seen them) that the nose rings which are in general use with them, have been occasionally met with.

In another column will be found the letter of an occasional correspondent giving a short domestic account of Li Hung-chang's conjugal troubles. It seems that the Li family is especially afflicted this way, for another correspondent writing from Nanking sends us an account of Li Han-chang, the elder brother of the Premier, and his domestic affairs. Li Han-chang, it is said, owns something like ten million taels, the management of which has for the last six years been in the hands of his eldest son by his first wife, who is now dead. The old gentleman, like his famous younger brother Li Hung-chang, has also a concubine and several children by her. It appears that Li Han-chang had the intention last year to memorialize the Throne for leave to retire altogether from official life on the score of old age; but owing to the fact that since taking up the Director-Generalship, or rather the High Commissioner-ship, of the Grand Canal, his eldest son has had the charge of the family exchequer and Li Han-chang's concubine has always been, to use a common simile, in "distressed circumstances," as this eldest son entirely refuses to unloose the family purse-strings for the benefit of his younger half brothers. This has so exasperated his father that he has given up, for the present, all thoughts of retiring from office, and bated with gladness his appointment to the lucrative Viceroyship of the Liang Kuang. Li Han-chang is credited with having said that, as his eldest son considers the money his father had accumulated from his previous Viceroyships to be his and his own brothers', by the same mother, he will now work for the sons of his concubine and so everything will "be fish to the net" that comes in his way. His Excellency, on being relieved by his successor, had arranged to proceed on the Grand Canal to his home at Ngan King, to marry off his youngest daughter, for which purpose and a much needed rest, two months' permission has been granted by the Throne. Since then, however, we have received telegraphic information that Li Han-chang was to leave direct for Canton by the overland route on the 19th inst., the object of this haste doubtless being the Emperor's desire to have Chang Chih-tung at work on his great railway project without delay.

THE annual meeting of the Hongkong Cricket Club takes place to-morrow afternoon at 5 p.m. at the Cricket Pavilion.

THE *Japan Mail* of the 10th inst. says:—"A shooting affair has occurred on board the steamer *Sakata Maru*, now lying in this harbour, through which the victim of the pistol will probably lose his life. The affair rose out of a quarrel between the mate, named Hardment, and a quarter-master, and the case will come on at H.B.M. Court in due course.

THE Editor of the *China Mail*, when under cross-examination in the recent libel case, with characteristic pomposity-bore testimony to the competency and reliability of his two reporters. We cheerfully accept the statement of such an undoubted authority as to these gentlemen's admirable qualities, and we are now anxious to know why the cross examination of Mr. Murray Bain as reported in the *China Mail* is so imperfect and so calculated to mislead. Did the competent reporters purposely omit certain passages in that cross-examination, or were they deleted as surplusage by the careful Editor?

WE mentioned last week in connection with the *Wkin* troubles at Shekman, that ten steam launches have been chartered in this colony by the Chinese Government, primarily for the purpose of patrolling the rivers of Kuangtung, for which purpose 2,500 men were to be enrolled, but that owing to the Shekman disturbance the launches had been called to Canton from this colony earlier than at first contracted for, to be used as to boats if occasion required in transporting troops to the scene of the outbreak. Since then, we hear that the necessary complement of two thousand five hundred men has been embodied and divided into five battalions, of five hundred men each. To each battalion two launches and twenty cutters will be attached. The whole force was inspected yesterday afternoon by the Commissioner of Justice of Kuangtung who hopes that by their aid he will be able to rid the entire province of the numerous bands of pirates which have been such a source of terror to the people of the riverine towns since 1887, to the great disgrace of the Provincial Government.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Acting Chief Justice Fielding Clarke.)

The September Sessions opened this morning, there being seven cases for trial, including the Ah Yon libel case and a piracy. The following jurors were called:—Messrs. H. W. H. Emer, J. Armstrong, T. da Silva Alarcao, H. H. Lightwood, P. A. Schlumberger, E. W. Terry, and A. M. Ferreira.

ROBBERY.
Chan Kwal was indicted for larceny of \$18 from another Chinaman on the 24th August. He was found guilty, and sentenced to nine months' imprisonment.

SHOOTING.
Cheung Ho, a young coolie, was indicted with shooting at a district watchman the other morning. A second charge, of piracy, was reserved for another trial.—The Acting Attorney-General prosecuted.—The prisoner was arrested with a home-pistol in his possession, and on the way to the station he pulled out a big revolver and fired at the watchman, the bullet grazing his shoulders. The jury, after a quarter of an hour's deliberation, found him guilty, by a majority of six to one. Sentence was deferred pending the result of the second charge.

THEFT.
Kwok Achun, a young "boy," pleaded not guilty to a charge of stealing a quantity of jewelry, value \$50, the property of Mr. John Henderson, Moscow Street, on the 9th September. The jury after a short consultation gave the unanimous verdict of not guilty and the prisoner was discharged.

PIRACY.
Cheung Ho was indicted for piracy on the 8th inst. The following jury was empanelled:—Messrs. A. G. Apcar, A. M. V. Schoneemann, Lau Mong, John Roberts, H. C. Manning, Wong Tin-po and A. W. A. Becker. The case was not concluded when our reporter left.

THE OPIUM FARMER AND THE STEAMBOAT COMPANY.

PECULIAR ALLEGATIONS.

At the Police-court this afternoon, before Mr. Robinson, Captain Lefavour, of the steamer *Honam*, was summoned, at the instance of the Opium Farmer, for committing a breach of the Opium Ordinance.—Mr. Webber appeared for the complainant, and Mr. Francis, Q.C., defended.

Mr. Webber said that there were three distinct charges brought against Captain Lefavour, one, under section 2 of Ordinance 1 of 1874, which stated:—"No person shall bring into the Colony or the waters thereof, or have in his possession or custody any opium, or prepared opium (not done opium) without having a valid certificate under section 16 of the Ordinance." Under section 27 of the Ordinance:—"Any excise officer or police inspector having reasonable grounds for believing that there is prepared opium on board any ship within the waters of the Colony shall have a right to search without a warrant." And again under section 5 they charged Captain Lefavour with acting as an excise officer without lawful authority. The facts were that on Thursday the 13th inst., about eight o'clock, from information received, Mr. Spooner, a chief excise officer, was instructed by the Opium Farmer to go on board the *Honam*, which was lying at the wharf, and seize some opium. He did so, and first spoke to the mate, saying that he had been informed there was opium on board. After some conversation he was referred to the defendant, whom he asked to give up the opium. Captain Lefavour most distinctly refused to do so, and challenged him to search the ship. A row ensued, and Mr. Spooner sent for a policeman. One came, but as he was not sufficiently glib an inspector was sent for. Sergeant Baker arrived after some little delay, but the defendant persisted in his refusal to give up the opium, for the reason Mr. Webber left justified in saying, that it paid him much better to take it to Canton. Then Mr. Spooner, in order to convince him

that he was wrong, sent for a copy of the Ordinance, and when one was procured Sergeant Baker explained it at considerable length to the Captain, who was lying in his long chair, taking things very comfortably. Nothing more was said until about a quarter to twelve, when, after due consideration, the Captain sent one of his employees to Mr. Spooner with orders to give the opium up. The opium, consisting of 24 tins, containing 1,200 taels, was then conveyed by the Opium Farmer, and next morning the summons was issued. Whatever penalty the defendant might be liable to, the Opium Farmer did not wish him to be mulct heavily; all he wanted was to make it clear that his officers had a right to search those ships, and that the captains had no right to control the possession of any opium, and refuse to hand it over to those officers. He did not press for a heavy penalty, although the defendant was one of those not entitled to any leniency at the hands of the Opium Farmer.

Mr. Spooner said:—I am chief excise officer to the Opium Farmer. I received information from the Opium Farmer to proceed against the defendant in this case. From information I received on Thursday night last I went on board the *Honam*, about nine o'clock, to search for a quantity of prepared opium that was on board. I went to the chief officer, and after a conversation went to the defendant. I told him I had information that there was a quantity of opium on board and asked him to hand it over to me. He asked me what authority I had, and I told him I had authority as an excise officer, producing my warrant. He asked me if I had a warrant to search his ship, and I replied that it was necessary, under section 27 of the Ordinance. I had five excise officers with me, to assist in searching. He told me I could search if I liked, but I said I did not wish to—I wanted him to hand the opium over to me. I then sent for a police inspector, saying that I would not leave the ship until I got the opium. I stayed where I believed the opium was, and he went forward. The wharf constable, P.C. Crawford, came, but he could not do anything. The opium was locked up in a cupboard at the time, and the key afterwards came from the defendant. Between ten and half-past ten Mr. Baker came on, and I gave him the Ordinance and asked him to go forward and explain it to the defendant. About a quarter of an hour later I went after him, and found him outside the defendant's cabin. I asked him to search the ship, but he said he would require a warrant from General Gordon first, and went away. I waited till about 11.30, when Logan, the Steamboat Co.'s watchman, brought me a key, and said he had orders to give up the opium. He then unlocked a cupboard, in which was the opium in Court. I handed it over to the police.

By Mr. Francis:—One of the first busts since, and I saw that it contained opium. I am certain that it is fully prepared opium. The Opium Farmer told me to go on board, and sent the inspector along with me to show me. I met Logan on the wharf and he told that some Chinese had brought opium on board, and that the captain had taken possession of it. I knew where the opium was, but not how much. The captain did not give any reason for not giving up the opium; about 11.30 he said something about seeing the Secretary of the Company before he gave it up. I understood that he denied my authority to take it. I did not show him my badge. It was the Captain's duty to send either for me or for the police when he was told that there was opium on board. Re-examined:—It is his duty to hand over all opium on the ship to me; he has no authority to act as an excise officer. The defendant knew that I was chief excise officer.

By the Court:—There is no permit for this opium.

Mr. Francis, in defence, said that under ordinary circumstances he did not suppose that that case would have been defended, and Mr. Webber's statement that the Opium Farmer merely wished to have a nominal penalty imposed as an expression of his Worship's opinion as to the duties of the parties would have been sufficient. But the circumstances of the case were rather peculiar, and as there had been similar cases of a rather grave aspect that case was defended really for the purpose of getting an investigation of those matters. The Hongkong and Macao Steamboat Company and Messrs. Butterfield and Swire, who were associated in the Canton traffic, had the gravest reasons for believing that among the principal smugglers of opium out of the Colony were the Opium Farmer and his licensees.

Mr. Webber:—I strongly object to this, unless you are going to prove it.

Mr. Robinson:—Does that affect the issue?

Mr. Webber:—No—it is a mean, contemptible insinuation.

Mr. Francis:—I want to show that a permit does exist with regard to this opium; that it came on board from a licensed shop, having authority to have boiled or prepared opium; that it was put on board by the servants of that shop with a view to being smuggled to Canton, and that it was lawfully in the Captain's possession.

Mr. Webber:—To support that mean and contemptible statement, Mr. Francis ought to connect the Opium Farmer with it.

Mr. Francis:—It is not at all a mean and contemptible statement.

Mr. Webber:—You have no right whatever to make it, and I protest against it.

Mr. Robinson:—I don't see what it has to do with the point at issue.

Mr. Francis:—Well, I think by the time I have concluded you will see that it does.

Mr. Webber proposed that Mr. Francis should give an outline of the case he was going to present.

Mr. Francis resorted that he would present his case as he thought fit. For a long time the Company's boats had been liable to heavy fine, and even forfeiture, in consequence of smuggling. In very recent cases opium had been smuggled on board and found by the boat officials and each time that had been done people came directly from the Opium Farmer's, with full knowledge that it was on board and seized, and claimed it.

Mr. Webber:—Is this going to be proved?

Mr. Francis:—There is no reason to believe that this has been done by officials of the Opium Farmer, and it is perfectly clear that they are interested in smuggling as much opium out of the Colony as possible, and in protecting smugglers. After giving the permits, if they find the opium has been seized they claim it under the privileges of the Farm and return it safely to the smugglers.—He submitted that that was relevant to the issue. If the opium was put surreptitiously on board, with a view to going free of freight, the Captain was bound to seize it.

Mr. Spooner said the matter would never have been heard of again. Mr. Francis then proceeded to show that the Captain could not have a permit for the opium, and that the Ordinance did not provide for such a case. He continued that he would produce evidence to show that the Company employed Mr. Logan and a staff of men to prevent opium being smuggled

on board, and that about 7.30 on the evening in question one of the staff told Mr. Logan that he had been approached by the head-coolie from a well-known licensed shop in Hillier Street and offered \$2 per trip to overlook any opium smuggling, commencing that night. Logan and his men kept a look-out, and on searching a small engine-house forward, saw these tins of opium locked in. Captain Lefavour was called, and had the tins removed to a small locker. Next morning three of the stokers were missing. Within an hour after the discovery Mr. Spooner came down, saying that he wanted the opium that had been seized, and pointing out where it was. How did the Opium Farmer get the knowledge? The question for the magistrate to decide was whether Captain Lefavour did his duty under the circumstances or not. If he ruled that in future it was the Captain's duty on discovering opium to at once give notice to the excise officers or the police that should be done.

Mr. Webber pointed out that it should have been handed over at 7.30 when found. The boat left next morning before the office opened. Captain Lefavour wanted to carry the opium to Canton, where the Imperial Maritime Customs would give him half of the value.

Mr. Robinson:—I have no evidence to that effect before me.

Mr. Webber:—Well they say the Opium Farmer is a smuggler—it is a mean and contemptible insinuation.

Mr. Robinson:—I have no evidence of that either.

Mr. Francis said that by arrangement with the Customs the award was paid to the Company, who used it in maintaining the detective staff, and Captain Lefavour would have got nothing.

No evidence was called, the case being left on its legal bearings.

Mr. Robinson deferred his decision until to-morrow.

NEWS BY THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabia*, Capt. W. M. Smith, with the American mails of the 22nd ult., arrived here yesterday morning. We are indebted for the subjoined telegrams to our San Francisco exchanges:—

LATHROP, August 14th.
Judge David S. Terry was shot and instantly killed in the Lathrop Hotel, at 7.15 o'clock this morning, by Deputy United States Marshal Nagle. The shooting occurred in the presence of about sixty or seventy people, and created a scene of the wildest excitement. The cause of the shooting was the well-known quarrel existing between Judges Terry and Field, which grew out of the latter rendering a decision adverse to Terry. As seen by numerous witnesses, Terry walked up to Judge Field in the dining-room of the Lathrop Hotel and slapped him in the face, and was in the act of striking him again when Deputy United States Marshal Nagle drew a revolver and shot twice at Terry, one shot penetrating the left breast and producing instant death.

LIVERPOOL, August 15th.
Stewart, the analytical chemist of Glasgow who was prepared to testify at the trial of Mrs. Maybrick, and whose evidence the condemned woman said was kept back, has written a letter in which he says that Maybrick died through his own secret habit of taking arsenic.

The *Lancet* publishes a five-column review of the trial and comes to the conclusion that the evidence warranted the verdict.

BORDEAUX, August 15th.
The Archbishop of Bordeaux is dead.

LONDON, August 16th.
A manifesto, signed by General Boulanger, Count Dillon and Henri Rochefort, is published. It calls the action of the Senate Court an orgie of arbitrary rule, calumny and mendacity, and declares that in spite thereof a fresh coup d'etat is preparing in the dark. The signers have continued confidence in the electorate of France.

BERLIN, August 17th.
Signor Crispien, encouraged from Berlin, has sent to the officials of the Vatican private hints that the Italian Government would not permit the papal treasury or Vatican art objects to leave Rome. It could not prevent the Pope's personal departure, but the contents of the Vatican must remain. Prince Bismarck must have counted the cost of his unfriendly diplomacy toward the Vatican, balancing the increased Centrist hostility against the weakening of the triple alliance. He preferred an intensified feud in the Centre party to the risk of losing Italian co-operation.

PARIS, August 17th.
Boulanger has issued another manifesto. His latest effort is addressed to "honest people," and declares it was the Senate Chamber that procured his conviction.

The Minister of the Interior has issued a decree which prohibits the hawking or placarding of documents emanating from Boulanger, Dillon or Rochefort.

VIENNA, August 17th.
Advices from Bosnia report that severe shocks of earthquake have been felt in Jablanica.

LONDON, August 18th.
Five hundred French residents of London visited General Boulanger in a body to-day and presented him with an address of sympathy and confidence. The General, in a speech, said he had never used money belonging to France except when trying to secure her against her enemies. If he had been cited by a regularly constituted Court of Assizes, he and his colleagues would have taken the first boat to France to face the trial. The French Government did not dare to avail itself of the ordinary courts, but formed a special tribunal, composed of his political enemies, which had virtually condemned him before it met.

PARIS, August 18th.
President Carnot delivered an address at a banquet to-day to 13,000 Mayors and Communal delegates. He said that the French people, though crushed for a time, had shown their power to recover and make the sovereign voice of France heard by removing parties still aiming to undermine the edifice raised by the fathers of the Republic.

BERLIN, August 18th.
It is reported that recent interviews between Prince Bismarck, Emperor Francis Joseph and Count Kalnoky resulted in a modification of the Austro-German treaty, whereby a *casus foederis* is established whenever the vital interests of either nation are threatened. Hitherto only an open attack has constituted cause for joint action.

PROTH, August 16th.
A dynamite cartridge exploded to-day in a coal mine at Conant. Five persons were killed and a number of others injured.

LYMBURG, August 19th.
A son of the Russian General Deger and editor of a local newspaper has been arrested here for promoting socialism in Austria.

ROME, August 19th.
During a public concert to-day a bomb exploded near the Austrian embassy. Eight persons were injured.

ST. PETERSBURG, August 19th.
The Credit Bank, which the Government established in 1886 to advance loans to the nobility on mortgages, has foreclosed on 2000 estates, which must be sold at auction at the end of the year.

TURIN, August 19th.
The banks of Turin and Naples have advanced 4,000,000 lire to two Turin banks to arrest the public caused by the suicide of Copello, one of the leading bankers of this city.

PARIS, August 19th.
A special envoy of King Humbert of Italy to-day presented Thomas A. Edison with the insignia of Grand Officer of the Crown of Italy. Edison thus becomes a count and his wife a comtesse.

Edison had an interview with President Carnot to-day.

LONDON, August 19th.
Herr Lachman, editor of the London *Journal*, a weekly newspaper printed in German, shot his wife and child to-day and then committed suicide.

In the Commons this afternoon the Chief Secretary for Ireland declared that Conyngham, who is confined in prison on a charge of conspiring to oppose the law, is not seriously ill. The Speaker declined to allow a motion to adjourn.

The Parliamentary Secretary of the Foreign Office, replying to a question of Labouchere, said that the *Berlin Zeitung*'s statement as to the identity of British policy with that of the triple alliance was nothing more than a mere conjecture. England, he said, had entered into no engagements which would fetter her liberty of action.

WASHINGTON, August 19th.
The State Department has received a cablegram from Porto Rico announcing the death last night of Consul Edward Conroy. He was the oldest of the United States Consuls, and in length of service was junior to but one man—the Consul at Gibraltar. He was appointed Consul at San Juan, Porto Rico, in 1866, and was eighty years old at his death.

ATHENS, August 21st.
Bloody affairs are still reported in various districts of Crete. The towns generally are tranquil with the exception of isolated outrages.

VIENNA, August 21st.
Severe hailstorms passed over parts of Austria to-day. Many persons were killed.

NEWS BY THE AUSTRALIAN MAIL.

The E. and A. Co.'s steamship *Catterthun*, Capt. J. W. B. Drake, with the Australian mails, arrived from Sydney on the 16th inst. We are indebted for the subjoined telegrams to our Colonial exchanges:—

LONDON, August 20th.
A company has been formed in London, with a capital of £50,000, with the object of erecting a tower similar to the celebrated Eiffel Tower in the grounds of the Paris Exhibition.

A disastrous railway accident occurred yesterday on the York, Newcastle and Berwick railway, at Sunderland; a passenger and market train in the county of Durham.

An express train became overturned, several of the passengers being severely injured and one killed.

August 21st.
M. de Freycinet, the French Minister for War, has cashiered over 100 military officers who are known to entertain strong Boulangist sympathies.

James Smith, the English champion pugilist, has accepted the challenge of Patrick F. Slavin, the Australian, for a boxing contest for £1,000 and the championship. The fight is to be without gloves, and is to take place in October.

August 23rd.
Arrangements are being completed for the establishment of the proposed Bank of Australasia, with a capital of £4,000,000.

August 24th.
The German territory in New Guinea has been created a Crown colony.

August 25th.
The British Government have declined to comply with the request of the inhabitants of British Columbia, to dispatch men-of-war to Behring's Sea to protect the Canadian vessels engaged in the seal fisheries trade from the interference of the United States authorities.

It has been decided to submit the whole question to arbitration.

August 26th.
The liquidator of the Comptoir d'Escompte de Paris, which was ordered to be wound up on the formation of the new company, has compromised with the new directors, and has consented, on their paying so millions of francs, to abandon proceedings against them for making illegal contracts in support of the Copper Syndicate.

The Viceroy accordingly visited his colleague, when the Tartar General again stated the grounds of his objection. Chang Ching-tung waited patiently until the Governor had finished, and then quietly asked "Ch'i-koh" whether, in reading the "Ta Tsing Li Li" (or Laws of the Ta Tsing dynasty, a work consisting of some fifty volumes compiled by the "Hsing pu," or Board of Punishment) he had ever come across a passage containing an Imperial decree promulgated in 1686, to the effect that it was prohibited to bury dead bodies within a radius of twenty li (4 miles) of any city wall. The Tartar General was struck dumb, at this display of the Viceroy's erudition, and could only throw up his hands in silent deprecation. Having this ancient Decree to support him, the Viceroy is scarcely likely to stay his hand now, and we are sure to see the new Examination Halls *in full* completed before long, and the city of Canton further enlarged by a new wall being built round the Halls, as a continuation of the old city wall. The space enclosed is to contain, in addition to the Examination Halls, the Manchu quarters.

NOTES FROM THE NORTH.

(FROM AN OCCASIONAL CORRESPONDENT.)

Tientsin, September 5th, 1889.
On dit that the Hongkong and Shanghai Bank may well "plume its feathers" at being the first European bank in China to which has been entrusted the "sacred" money of members of the Dragon Throne. Her Majesty the Dowager Empress, famous as the pious Regent of China during the minority of two Emperors, spreading over a period of at least twenty-five years, has, it is currently reported, at last taken the Hongkong and Shanghai Bank under her protection by entrusting to its care two million taels out of her private purse to serve as a Reserve Fund, and not to be touched unless under circumstances of dire necessity. Those disaffected to the present Manchu occupants of the Imperial throne say that this precaution has been taken in case of the Ta Tsing dynasty being driven from the Throne and forced to seek safety under a foreign flag. It may, therefore, be an accepted fact that so long as the Ta Tsing dynasty remains in power, so long will the Hongkong and Shanghai Bank flourish at Peking; indeed this may be the first step towards its being chartered and formed into the recognized Government Bank of China. The present instance is a case in point that strange things have happened and will happen in China, in defiance of all carefully formed plans and theories.

Apocryphal of the above, the Viceroy Li Hung Chang is reported also to have confided two hundred thousand taels into the keeping of the same bank here. This step on the part of the Grand Secretary has its origin on domestic grounds. It is not perhaps generally known that this high official had two concubines, one of whom died some years ago. The one living bore a son about fifteen years ago, a bright, clever lad who is the apple of His Excellency's eye, and like Benjamin of sacred history the child of his old age. Lady Li, the wife of the Premier, is reported to exceedingly haughty and proud, being the daughter of a "Chuang Yuan" or Optimus in the literary examinations before the Throne, and having a brother who is also of the same exalted degree as his father. This lady has only one son, and on him rests the high-flown ambitions and love of the wife of the great Viceroy. He therefore naturally follows her lead, and there can scarcely be any love lost between the two rivals for the affections of the Viceroy, and each mother has done her utmost to ensure her son's future welfare. The contest all along was an unequal one; the first wife by right, being a "lady of high degree," and a scion of family, whilst the concubine or "Erh Tai-fai" (second lady) as she is called, was but a slave girl in her youth in the "No. 1 wife." After a hard struggle of over ten years, and owing to the advancing age of Li, the victory now rests with Lady Li, and this would have inclined "her ladyship" to the exclusion of the influence of the Viceroy's secret support of the cause of "Erh Tai-fai." And so now, Erh Tai-fai having given up the fight, Lady Li reigns supreme, which means that she has the sole power over an estate variously estimated at from thirty-five to fifty millions of taels. This huge fortune she has determined shall fall to the share of her only son Li Chung-pang, who is now about twenty-four years of age and who, moreover, will succeed to the Earldom of Shubui at present held by his father. A Marquisate in prospect for the Tientsin Viceroy, but so far the sanction of the Throne has not yet been received for the new dignity. To obviate the necessity of his youngest son going a begging, the Viceroy is stated to have therefore deposited two hundred thousand taels out of his private purse with the Hongkong and Shanghai Bank at Tientsin, for the benefit of the son of Erh Tai-fai. This amount it is expected, will be increased from time to time, not from the regular income accruing from his vast estates, for the old Viceroy sees nothing of this, but from the occasional showers of gold which naturally fall upon the person of any one holding the high position Li Chung-pang does. There is still another son, but he was adopted from the family of the Viceroy's fourth brother (the one born blind) when Lady Li was supposed to be barren, and there appeared to be no other way of getting a son to perpetuate the "glories" of the Li family. This young gentleman, generally supposed by foreigners to be the Viceroy's eldest son, has always been styled *Princess Li Ching-tang*; he is a fluent speaker of English and is now absent as Secretary of the Chinese Legation in London. Morally speaking, having been brought up as an eldest son by Li Hung-chang, and it is well known that Li Li promised most solemnly to his blind brother to recognize Li Ching-tang as his heir, he should be the successor to the Viceroy's hereditary titles, and the young gentleman's popularity is so great, that people of all nationalities who know him personally hope against hope that this will be the case; but while Lady Li lives, there can scarcely be a single doubt as to the probable heir of the vast estates of the Li family when the Viceroy starts on that journey which is the fate of all mankind. Of course, something will fall to the share of these sons, but they will only be "crumbs from the rich man's table."

THE THEORY OF RIDING.

There are two objects (says Captain Horace Hayes in his *Calcutta Sporting News*) for which a man, as a rule, assumes a seat on a horse. The one is to "sit on" the other, to ride so that the horse will carry the weight to the best possible advantage. Experience, as well as theory, tells us that these two styles are not compatible one with the other; although there are several details common to both. The art of "remaining" consists in keeping the centre of gravity of the body behind the points of support—the knees, for instance—and between them, as regards side movement. Hence the Australian rough rider, whom we may regard as the ideal "sticker on," rides with comparatively short stirrups, so as to keep himself low, and more horizontal than the Englishman, whose longer stirrups enable him to grip the can with his knees against

the large rolls of his Colonial saddle, and with his calves in the flaps. He keeps a light hold on the reins, so as to avoid giving the upper part of his body pulled forward. He, also, watches the animal's ears so as to be ready to turn, in the event of its making any sudden twist to one side, or to the other.

As the grip of the knees will, in all ordinary cases, be applied above the "swell" of the horse's barrel, it will act a mechanical disadvantage. Hence, it will be found that security of seat will be greatly enhanced, by also obtaining a certain amount of grip from the calves of the legs, which, as a rule, can be applied below the swell of the barrel. We may observe that, with ordinary shaped legs, the more the toe is turned in, the greater will be the preponderance of the pressure from the knees, over that from the calves, and *vice versa*. Bad riders who affect plain flap saddles, often afford us good illustrations of this fact; for, failing to get sufficient knee-hold on the slippery flaps they instinctively turn out their toes to get what grip they can with the calves of their legs, and presumably, having short stirrups so as to obtain all possible purchase on them, when viewed from behind or in front, a good bit of "daylight" between the knee and the flap, at each side. The rider who wishes to obtain a "strong" seat, should, therefore, keep his feet in a position that will give him the advantage of both holds, which, usually, will be obtained when the toes are either turned in or out; this is, when the feet are kept parallel to the horse's sides.

Viewing the horse as a motor machine, we find that the points of propulsion by his hind limbs are, through his hip joints, under ordinary circumstances, are on a higher level than his centre of gravity. As the proportion of weight borne by the fore and hind limbs, in the case of a horse standing in an easy position, is respectively, about 4 to 1; it follows that the centre of gravity is nearer the fore legs than the hind ones. It is evident that its position, when the horse is in motion, constantly varies. From mechanical considerations we may take for granted that the rider will best conform to the movements of the animal, if he keeps the centre of gravity of his body in the same vertical and transverse plane as that occupied by the centre of gravity of the horse. Mathematics are powerless to assist us in this investigation, beyond demonstrating that, in order to obtain the required position, the rider's body must be kept upright, and as free as possible from oscillation caused by its own movement. In order that a body may be projected forward with the best possible effect, it is necessary that a line drawn through the point of propulsion through the centre of gravity should coincide with the line of flight. Although at rest, at the walk or at the trot, this line in the horse is directed downwards and forwards, it is brought horizontal, or forwards and upwards, as the case may be, in galloping, by the loin muscles, the "level" action of which is characteristic of the race-horse; the cart-horse being distinguished by his "up and down" action. In order to disturb the natural equilibrium or *aplomb* of the horse as little as possible, it is requisite that the connection of the rider's body should be, as nearly as practicable, in the line of propulsion. If it be out of that line, the horse's movements will be impeded. Hence, fine jockeys bear as little weight as they can on the stirrups and obtain their grip mainly by the knees. To turn from the theoretical to the practical, the position, when riding a gallop, should be, according to Tom Cannon (see *Riding on the Flat and Across Country*) such that the points of the shoulder, knee, and toe would be very nearly in the same vertical line. As to the grip of the knee, and the absence of weight on the stirrups, they are points too well recognised among good horsemen to need any special authority for their acceptance. Some time ago I read a letter from a Colonial who, having seen something of English race riding, had formed a very unfavourable impression of our best English jockeys as compared with the Australians, because they rode so "long," which fact, so the writer said, prevented them from having proper power over their animals. Had he added, as I could have done, that it is no uncommon occurrence for men who have won several classic events to get "jumped off" by a playful youngster in a manner, the simplicity of which would have brought tears of laughter into the eyes of any Colonial "strapper," he would have spoken the truth; although his contention would have proved nothing; for our artist's role is to win races and not to stick on to buckjumpers. Bill Brewster of "Greyleg" fame, who was as well taught and as graceful a rider as ever came out to India from Newmarket, told me many years ago, that when riding a gallop, his stirrups were "always quite loose, as they should be, on his feet."

Although, as I have said before, the two styles of riding are distinct in themselves, still they may be combined, as in hunting and steeple-chasing. If a horse rears, the effect of the rider slackening the reins, and bending forward, will be in the direction of bringing him "down;" but that of pulling the reins tight will be calculated to bring him "over;" for tightening the reins is tantamount to throwing the weight back. Hence, the rider, in order to accommodate his weight to the movements of the horse, should bend forward, the harder the animal pulls; supposing always, that, in the first instance, the proper seat has been assumed.

TIENTSIN.

The Chinese war vessel, the *King Yuen*, *Ting Yuen*, and *Kwang Tai* are lying outside the Bar. Admirals Ting and Lang came to Tientsin yesterday by steam-launch. During the past week ten or twelve war steamers, have been seen in the neighbourhood. Mr. Henry Howard, C.B., H.B.M. Secretary of Legation, left Tientsin on Tuesday per *Wuchang* for Chefoo, where H.M.S. *Porpoise* is waiting to convey him to Shanghai and various Consular ports which he is commissioned to visit. It is one of the functions of Secretaries of Legation to make commercial reports, and the result of Mr. Howard's investigations at the Chinese treaty ports will be looked forward to with considerable interest. The quantity of water in the Salvo is diminishing. There is a foot less than there was a month ago. There is, however, 10 ft. of water at high tide in the Tientsin reach, and in all the reaches between here and the Arsenal Bend, showing that the channel, which is very narrow, is getting deeper as the water falls. It is anticipated that the steamers will be able to reach the Bund in a few days.

Mr. Howard, who has occupied the post of Secretary to H.B.M. Legation for the past two years, has been granted his furlough and is now on his way to Tientsin en route for Europe. Before leaving China he will make a tour of all the treaty ports and report his impressions to the Home Government. It would be hard to find anyone whose opinions will carry more weight. To a long experience of commissions in Europe and America he has added sufficient acquaintance with Chinese affairs to enable him to grasp with ease any somewhat complicated consular and commercial relations with China, and his native common sense will enable him to avoid those pedantic pit-falls where the reputation of many a diplomatic Chalmers has been buried. —*China Times*

HONGKONG TEMPERATURE.

(By the Messrs. Geo. Falcous & Co.'s Register.)	To-day.
Barometer—9 a.m.	30.03
Barometer—4 p.m.	29.98
Thermometer—9 a.m.	79.0
Thermometer—1 p.m.	80.0
Thermometer—4 p.m.	81.0
Thermometer—9 a.m. (Wet bulb)	78.0
Thermometer—1 p.m. (Wet bulb)	79.0
Thermometer—4 p.m. (Wet bulb)	80.0
Thermometer—Maximum (over night)	82.0
Thermometer—Minimum (over night)	77.0

CHINA COAST METEOROLOGICAL REGISTER.

17th September, 1889.—At 4 p.m.

STATION	Lat.	Long.	Wind.	Force.	Direction.	Bar.	Therm.	Humid.	Dir.	Force.	Wind.	Force.	Wind.	Force.
Wai-fook	22° 10'	113° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Tai-shan	22° 10'	113° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Shanghai	31° 10'	121° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Amoy	24° 10'	118° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Hongkong	22° 10'	113° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Haiphong	21° 10'	106° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Beihai	39° 10'	118° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Yantai	37° 10'	121° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Anyang	35° 10'	115° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3

18th September, 1889.—At 10 a.m.

STATION	Lat.	Long.	Wind.	Force.	Direction.	Bar.	Therm.	Humid.	Dir.	Force.	Wind.	Force.	Wind.	Force.
Wai-fook	22° 10'	113° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Tai-shan	22° 10'	113° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Shanghai	31° 10'	121° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Amoy	24° 10'	118° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Hongkong	22° 10'	113° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Haiphong	21° 10'	106° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Beihai	39° 10'	118° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Yantai	37° 10'	121° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3
Anyang	35° 10'	115° 40'	SW	3	SW	30.03	79.0	78.0	SW	3	SW	3	SW	3

There is not much change in the barometer and gradients continue moderate for north-east winds. Cloudy, and rather cool and damp weather prevails. —*Barometer reduced to level of the sea in inches, tenths and hundredths. —Thermometer in the shade in degrees Fahrenheit. —Humidity in percentage of saturation. —Direction of the wind in two points. —Force of the wind according to Beaufort's scale. —State of the sky by Blue sky, B. (B. Clouds), C. (Clouds), D. (Drizzle), E. (Fog), G. (Gloom), H. (Hail), I. (Lightning), O. (Overcast), P. (Passing showers), S. (Squally), T. (Showers), Th. (Thunder), W. (Wet), X. (Dry), Y. (Rain), Z. (Rain, hail, and thunder). —*W. Donner.**

Hongkong Observatory 17th September, 1889.

Today's Advertisements.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Company's Steamship

"MOYUNE"

J. S. Hogg, Commander, will be despatched for the above Ports, TO-MORROW, the 19th inst., at 8 A.M.

For Freight, etc., apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 18th September, 1889. [1148]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"MOYUNE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk, into the Godowns, of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 24th instant, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 24th instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst., will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 18th inst.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 18th September, 1889. [1161]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON AND HAMBURG.

THE Steamship

"FLINTSHIRE,"

Dwyer, Commander, will be despatched for the above Ports, on or about the 28th September.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 18th September, 1889. [1947]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ALBANY,"

E. Porter, Commander, will be despatched for the above Ports, on or about the 1st October.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 18th September, 1889. [1942]

WANTED.

FOR THE Hongkong Telegraph, a CAPABLE

SHORT HAND REPORTER, who is a

smart paragraphist and reliable proof-reader.

Apply, with full particulars, to

THE EDITOR,

The Hongkong Telegraph.

Hongkong, 31st July, 1889.

For Sale.

NOW READY.

"THE 'CORNER' IN ROPES."

A FULL REPORT in Pamphlet form of the

sensational trial, POTTS v. RUSTOM-
JEE, together with the history of the "Corner,"
and other interesting particulars.To be obtained at Messrs. KELLY & WALSH,
10, Messrs. LANE, CRAWFORD & Co.'s; Mr. W.
H. BROWN; the HALL & HOLMES Co.-opera-
tive Co., Ltd.; and at the Office of the
"THE HONGKONG TELEGRAPH."

PRICE—FIFTY CENTS.

Hongkong, 16th July, 1889.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship

"ARABIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their

Bills of Lading for Counter-signature, and to take

immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

CHAS. D. HARMAN,

Agent.

Hongkong, 17th September, 1889. [11]

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAYMORE,"

FROM GLASGOW, LIVERPOOL, PENANG

AND SINGAPORE.

CONSIGNEES of Cargo are hereby

informed that all Goods, are being landed

at their risk, into the Godowns of the Kowloon

Wharf and Godown Company, at Kowloon,

whence and/or from the wharves delivery may

be obtained.

Optional cargo will be forwarded unless notice

to the contrary be given before 4 P.M., TO-
DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

after the 19th inst., will be subject to rent.

All claims against the Steamer must be pre-
sented to the Undersigned on or before the 19th

inst., or they will not be recognised.

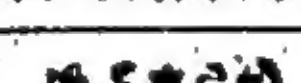
No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 12th September, 1889. [1112]

Intimations.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the MILITARY AUTHORITIES that ARTIL-
LERY PRACTICE will take place from

Lower Belcher's Battery, between the hours of

4 P.M. and 6 P.M., FRIDAY NEXT, the 20th

instant.

The line of fire will be in a North Westerly

direction from the Battery.

All Ships, Junks, and other Vessels are cau-
tioned to keep clear of the range.

By Command,

ARATHOON SETH,

for the Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 16th September, 1889. [1157]

THE BORNEO HOTEL AND STORES COMPANY, LIMITED.

IN accordance with the provisions of No.

XVIII. of the Articles of Association, the

Board of Directors have this day declared an

INTERIM DIVIDEND at the rate of fifteen

per cent. per annum for the four months ended

June 10th, 1889, on the paid up Capital of the

Company.

Dividend Warrants payable at the Office of

the CHINA BORNEO COMPANY, LIMITED, will be

issued to Shareholders on the register, on the

15th September, 1889. The TRANSFER

BOOKS of the Company will be CLOSED from

the 10th to the 20th September, both days

inclusive.

By Order of the Board of Directors,

CECIL FABRIS,

Secretary.

Sandakan, 7th September, 1889. [1146]

HONGKONG RIFLE ASSOCIATION.

THE KWONG KWAN YEEN CHALLENGE

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—176 per cent. premium, sellers.
Union Insurance Society of Canton—\$100 per share, buyers.
China Traders' Insurance Company—\$80 per share, buyers.
North China Insurance—Tls. 330 per share, buyers.
Canton Insurance Company, Limited—\$135 per share.

Yangtze Insurance Association—Tls. 100 per share.
On Tui Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$324 per share, sellers.

China Fire Insurance Company—\$85 per share.
Hongkong and Whampoa Dock Company—68 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$40 per share, buyers.

China and Manila Steam Ship Company—130 per share, sellers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$210 per share, sellers.

Longkong Hotel Co.'s Six per cent. Debentures—\$501.
Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers.
Douglas Steamship Company—\$75 per share, sellers.

China Sugar Refining Company, Limited—\$245 per share, sellers.
Luxon Sugar Refining Company, Limited—\$90 per share, sellers.
Hongkong Ice Company—\$111 per share, buyers.

Hongkong and China Bakery Company, Limited—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.
A. S. Watson & Co., Limited—\$21 per share, sellers.

Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$150 per share, nominal.
The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
Punjab and Sunghie Dun Samantan Mining Co.—\$17 per share, buyers.

Hongkong and Kowloon Wharf and Godown Company—\$160 per share, buyers.
Tonquin Coal Mining Co.—\$500 per share, buyers.
The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.

The East Borneo Planting Co., Limited—\$58 per share, sellers.
The Sengai Koyah Planting Co., Ltd.—\$55 per share, buyers.
Crudebank & Co., Ltd.—\$40 per share, nom.

The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.—par, nominal.
The China-Borneo Co., Ltd.—\$40 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
The Green Island Cement Co. (Old Issue)—\$45 per share, buyers.
The Green Island Cement Co. (New Issue)—\$81 per share, nominal.

The Hongkong Land Investment Co., Ltd.—\$126 per share, buyers.
The Hongkong Electric Light Co., Ltd.—\$6 per share, buyers.
Geo. Fenwick & Co., Limited—\$30 per share, buyers.

The West Point Buildings Co., Ltd.—\$53 per share, buyers.
The Peak Hotel and Trading Co., Ltd.—\$24 per share, sellers.
The Labuk Planting Co., Ltd.—\$17 per share, buyers.

The Jelabu Mining and Trading Co., Ltd.—\$61 per share, sellers.
The Selama Tin Mining Co., Ltd.—\$41 per share, sellers.
The Shamen Hotel Co., Ltd.—\$5 per share, nominal.

The Kowloon Land Investment Co., Ltd.—\$22 per share, buyers.
The Hongkong Marine, Limited—25 per cent. premium, buyers.

ON LONDON.—Bank T. T. 3/0
Bank Bills, on demand 3/0
Bank Bills, at 30 days sight 3/0
Bank Bills, at 4 months sight 3/1
Credits, at 4 months sight 3/1
Documentary Bills, at 4 months sight 3/1

ON PARIS.—Bank Bills, on demand 3/3
Credits, at 4 months sight 3/4
ON INDIA, T. T. 224
On Demand 225

ON SHANGHAI.—Bank T. T. 72
Private, 30 days sight 73

OPIMUM MARKET.—THIS DAY.
OLD MALWA, per picul \$600
(Allowance, Tals. 80)
NEW PATNA, (without choice) per chest \$517
NEW PATNA, (first choice) per chest \$520
NEW PATNA, (bottom) per chest \$517
NEW PATNA, (second choice) per chest \$517
NEW BINAIS, (without choice) per chest \$510
NEW BINAIS, (bottom) per chest \$510
NEW PERSIAN (best quality) per picul \$550
OLD PERSIAN (second quality) per picul \$475

MAILS EXPECTED.

THE AUSTRALIAN MAIL.
The E. & A. S. S. Co.'s steamer *Guthrie*, left Sydney for the 18th instant, and may be expected here on the 18th.

THE INDIAN MAIL.

The steamer *Japan*, with mails from Calcutta, left Singapore on the 17th instant, and may be expected here on or about the 23rd.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Vancouver on the afternoon of the 6th instant for Japan and Hongkong.
The Canadian Pacific steamer *Port Augusta*, with the Canadian mail, left Kobe on the 15th instant for Shanghai and Hongkong.

STEAMERS EXPECTED.

The *Glen* line steamer *Glengarry*, from London, left Singapore on the 13th instant, and is expected here on the 19th.

The D. D. R. steamer *Belona*, from Hamburg, left Singapore on the 17th instant at 9 a.m., and is due here on or about the 23rd.

The P. & O. S. N. Co.'s steamer *Kashgar* from Bombay, left Singapore on the 18th instant, and is due here on the 24th.

Shipping.

ARRIVALS.

HAITIAN, British steamer, 1,183, T. G. Pocock, 18th Sept.—Fowchow 15th Sept., Amoy 16th, and Swatow 17th, General.—D. La. prauk & Co.
MOVUNE, British steamer, 1,714, J. S. Hogg, 18th Sept.—Liverpool, and Singapore 18th Sept., General.—Arnhold, Karberg & Co.

ACTIV, Danish steamer, 155, N. C. Revaback, 18th Sept.—Pakhoi 15th Sept., and Hoihow 16th, General.—Arnhold, Karberg & Co.
METAPEDIA, British steamer, 1,453, J. B. Purvis, 18th Sept.—Singapore 11th Sept., General.—Russell & Co.

CLERANCES AT THE HARBOUR OFFICE.
Nantes le Havre, French steamer, for Bangkok, Canton, British steamer, for Swatow, & Zafiro, British steamer, for Manila.
Hesperia, German steamer, for Singapore.
Altonow, British steamer, for Singapore.
Palamed, British steamer, for Yokohama.
Moyuna, British steamer, for Shanghai, & Taichow, British steamer, for Hoihow, & Canton.

DEPARTURES.
September 18, *Shanghai*, British steamer, for Singapore, & Co.
September 18, *Sutlej*, British str., for Shanghai.
September 18, *Khiva*, British steamer, for Nagasaki, & Co.
September 18, *Propontis*, British steamer, for Kutchinotzu.
September 18, *Firebrand*, British gunboat, for Shanghai.

September 18, *Nantes le Havre*, French str., for Bangkok.
September 18, *Canton*, British steamer, for Swatow, & Co.
September 18, *Moray*, British steamer, for Singapore, & Co.
September 18, *Zafiro*, British steamer, for Manila.

September 18, *Nansing*, British steamer, for Amoy, & Co.
Per *Haitian*, str., from Fowchow, & Co.—Bishop Masori, Captain Collinson, Mr. Pimm, and 216 Chinese.
Per *Moyuna*, str., from Liverpool, & Co.—232 Chinese.
Per *Activ*, str., from Pakhoi, & Co.—71 Chinese.

DEPARTED.
Per *Canton*, str., for Swatow, & Co.—40 Chinese.
TO DEPART.
Per *Hesperia*, str., for Singapore.—1 European.
Per *Taichow*, str., for Hoihow, & Co.—50 Chinese.

REPORTS.

The British steamship *Metapedia* reports that she left Singapore on the 11th instant. From Singapore to Paracels had moderate winds and fine weather. From Paracels to Hongkong had moderate winds and overcast sky.

The British steamship *Haitian* reports that she left Fowchow on the 15th instant. Amoy on the 16th, and Swatow on the 17th. From Fowchow to Amoy had strong north-east winds and cloudy weather throughout, with moderate sea.

From Amoy to Swatow had similar weather. From Swatow to port had moderate easterly breeze and cloudy weather with smooth sea. In Fowchow, the steamships *Changsha* and *Pachili*. In Amoy, the steamships *Formosa* and *Yokohama*. In Swatow, the steamships *Footang*, *Sungliang*, and *Hoihow*.

Post Office.

A MAIL WILL CLOSE.

For Singapore.—Per *Hesperia*, to-morrow, the 19th instant, at 9 a.m.
For Yokohama, Hongkong, and San Francisco.—Per *City of Peking*, to-morrow, the 19th instant, at 9 a.m.
For Haiphong.—Per *Marie*, to-morrow, the 19th instant, at 5 p.m.

For Swatow, Amoy, & Fowchow.—Per *Haitian*, on Friday, the 20th instant, at 9 a.m.
For Swatow, Singapore, and Bangkok.—Per *Chowpa*, on Friday, the 20th instant, at 9 a.m.

For Singapore, Batavia, Samarang, and Sourabaya.—Per *Camorra*, on Friday, the 20th instant, at 2 p.m.
For Straits, Colombo, and Bombay.—Per *Nizam*, on Saturday, the 21st instant, at 11 a.m.

For Bangkok.—Per *Falkenberg*, on Saturday, the 21st instant, at 4 p.m.
For Europe, & India, via Bombay.—Per *Clyde*, on Wednesday, the 25th instant, at 11 a.m.

For Europe, & Co.—Per *Bayern*, on Wednesday, the 25th instant, at 11 a.m.
For Kobe, Yokohama, and Vancouver.—Per *Port Augusta*, on Thursday, the 26th instant, at 10 a.m.

For Europe, & Co.—Per *Madras*, Calcutta, and Mauritius.—Per *Stratford*, on Thursday, the 26th instant, at 11 a.m.
For Nagasaki, Kobe, and Yokohama.—Per *Anson*, on Thursday, the 26th instant, at 5 p.m.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Callithrum*, on Friday, the 27th instant, at 3 p.m.

SHIPPING IN HONGKONG.

STEAMERS.

ALTONOW, British steamer, 1,611, P. K. Barnett, 15th Sept.—Amoy 14th Sept., Tea and General.—Russell & Co.
ANTON, German steamer, 335, T. Eggerts, 14th Sept.—Hoihow 15th Sept., General.—Wieler & Co.

ARABIC, British steamer, 4,368, W. M. Smith, 17th Sept.—San Francisco 22nd August, and Yokohama 17th Sept., Mails and General.—O. & S. B. Co.

HONGKONG—STEAMERS.

Continued.

BATAVIA, British steamer, 1,664, J. C. Williams, 15th Sept.—put back. Mails and General.—Adamson, Bell & Co.
BOMBAY, British steamer, 1,047, S. Bason, 16th Sept.—London 5th August, and Singapore 16th Sept., General.—P. & O. S. N. Co.

CAMORTA, British steamer, 1,355, A. A. Fyfe, 15th Sept.—Java 21st August, Sugar.—Jardine, Matheson & Co.
CATTERTHUR, British steamer, 1,406, J. W. B. Darke, 16th Sept.—Sydney 28th August, Keppel Bay 1st Sept., Townsville 2nd, Cairns 3rd, Cooktown 4th, and Thursday Island, General.—Russell & Co.

CHEANG HYE TENG, British steamer, 925, Scott, 17th Sept.—Singapore, via Hoihow, 7th Sept., General.—Sun Yit Chin Co.
CHINA, German steamer, 648, F. Bruhn, 17th Sept.—Deli 6th Sept., Ballast.—Melchers & Co.

CHOWPA, British steamer, 1,057, F. W. Phillip, 15th Sept.—Bangkok 6th Sept., General.—Yuen Fat Hong.
CITY OF Peking, American steamer, 5,079, J. M. Cavally, 9th Sept.—San Francisco 14th August, and Yokohama 3rd Sept., Mails and General.—P. M. S. S. Co.

DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept.—Amoy 10th Sept., General.—Ban Moh.
FALKENBURG, German steamer, 988, T. Bartels, 17th Sept.—Saigon 11th Sept., General.—Melchers & Co.

FAME, British steamer, 1,174, A. Stopani—Hongkong and Whampoa Dock Co.
FREY, Danish steamer, 397, C. Lund, 17th Sept.—Hoihow 13th Sept., Timbers.—Arnhold, Karberg & Co.

HESPERIA, German steamer, 1,136, L. Madsen, 16th Sept.—Kobe 9th Sept., General.—Siemens & Co.
MARIE, German steamer, 704, C. Hundewald, 15th Sept.—Haiphong 12th Sept., Rice and General.—A. R. Marty.

NESTOR, British steamer, 1,267, Elder, 15th Sept.—Nagasaki 10th Sept., Coal.—Butterfield & Swire.
NIZAM, British steamer, 1,615, J. F. Creery, 15th Sept.—Yokohama 7th Sept., Mails and General.—P. & O. S. N. Co.

PALAMED, British steamer, 1,489, C. Jackson, 16th Sept.—Liverpool 3rd August, and Singapore 10th Sept., General.—Butterfield & Swire.
PILOT, British steamer, 1,614, A. Stopani—Hongkong and Whampoa Dock Co.

TAICHOW, British steamer, 862, Morris, 16th Sept.—Singapore 8th Sept., General.—Bun Hin & Co.
TAILEE, German steamer, 828, Schuldt, 12th Sept.—Wladivostok 4th Sept., Timber.—Wieler & Co.

SAILING VESSELS.

ALICIA, Hawaiian bark, 607, J. Brodhurst, 16th August.—Albany, West Australia, 10th July, Sandaunwood.—Order.
AMPHITRITE, German ship, 1,814, A. Bower, 15th July.—Cardiff 6th March, Coal.—Order.

AUSTRALIA, British bark, 999, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Order.
CHARGER, American ship, 1,379, D. S. Goodell, 28th June.—San Diego, Cal., 18th April, Ballast.—Russell & Co.
COMET, German ship, 1,661, R. Krippers, 21st July.—Cardiff 15th March, Coals.—Melchers & Co.

CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Reuter, Brockelmann & Co.
ERLKENIO, Chinese bark, 457, Opium Examination hulk, Stonecutters Island.—Chinese Customs.

GOLAH, Siamese bark, 542, Jas. Kent, 16th August.—Bangkok 2nd August, Rose Wood.—Chinese.
GUSTAV OSCAR, German bark, 1,132, M. Lee-mann, 4th July.—Cardiff 25th Feb., Coal.—Melchers & Co.

HARVEST QUEEN, British ship, 4,020, E. A. Forsyth, 16th August.—New York, and Singapore 2nd August, Kerosene Oil.—Russell & Co.
HAYDN BROWN, British bark, 821, C. H. Havener, 21st July.—Hoihow 12th July, Ballast and Sapanwood.—Captain.

IRENE, American brig, 467, James W. Yates, 11th July.—Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.
JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June.—Newcastle, N.S.W., 16th April, Coals.—Butterfield & Swire.

KITTY, British bark, 802, H. Wilson, 30th Aug.—Portland, Oregon 9th July, Lumber.—D. Musso & Co.
LADY HARKWOOD, British bark, 382, Williams, 15th Sept.—Honolulu 24th July, General.—Chinese.

MAINA LOA, British bark, 1,071, A. Douglas, 28th August.—Saigon 21st August, Ballast.—Siemens & Co.
ONEGA, British bark, 480, Brown, 2nd August.—Yokohama 4th June, Ballast.—Order.

REPORTER, American ship, 1,286, J. Spalding, 10th August.—Newcastle, N.S.W., 11th July, Coal.—Order.
ROBERT S. BERNARD, British bark, 1,208, M. J. C. Andrews, 15th August.—Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.

SAM MENDEL, British bark, 1,017, D. Gower, 28th August.—Newcastle, N.S.W., 6th July, Coal.—Wieler & Co.
SEA WITCH, American ship, 1,280, Chas. H. Tabbot, 15th August.—N.S.W., May 21st, Coal.—Captain.

VIOLANT, American ship, 1,723, Wm. H. Gould, 2nd July.—Amoy 30th June, Kerosene Oil.—Russell & Co.

WHAMPOA.

TAISANO, British steamer, 1,507, W. N. Jackson, 15th Sept.—Shanghai 12th Sept., General.—Jardine, Matheson & Co.
YAMUTSE, German steamer, 814, C. Tonningsson, 15th Sept.—Shanghai 12th Sept., General.—Siemens & Co.

RIVER STEAMERS.

Kataban, British steamer, 2,260, S. W. Gorgin, 15th Sept.—Hongkong, Canton, & Macao Steamboat Co.
Hankow, British steamer, 2,215, Lloyd.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.

Kiu-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steamboat Co.
Kung-chow, British steamer, 288, McIver.—Hongkong, Canton, & Macao Steamboat Co.

Pang, Chinese steamer, 284, J. W. Steaps.—Kop Koo (paid up for repairs).
Kiang-shing, Chinese steamer, 364, Holmes.—China Merchants & N. Co.
Fowan, British steamer, 1,809, J. P. Hoyland.—Hongkong, Canton, & Macao Steamboat Co.

White Cloud, British steamer, 527, W. J. Rieby.—Hongkong, Canton, & Macao Steamboat Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Guthrie	Sydney	September 18th	Russell & Co.
Glengarry	London	September 19th	Jardine, Matheson & Co.
Port Augusta	Vancouver	September 20th	Adamson, Bell & Co.
Palinurus	Liverpool	September 21st	Butterfield & Swire.
Isan	Calcutta	September 23rd	D. Sassoon, Sons & Co.
Bellona	Hamburg	September 23rd	Siemens & Co.
Oxus	Marseilles	September 24th	Messageries Maritimes.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c. via Suez Canal	Clyde	P. & O. S. N. Co.	Sept. 25th, at noon.
London, via Suez Canal	Titan	Butterfield & Swire	September 21st.
London, via Suez Canal	Nestor	Butterfield & Swire	To-morrow.
Marseilles, via Saigon, &c.	Inaoudy	Messageries Maritimes.	Sept. 26th, at noon.
Havre, London, &c.	Filntshire	Adamson, Bell & Co.	About Sept. 24th.
Bremen, via Ports of Call.	Hesperia	Siemens & Co.	To-morrow, at 10 a.m.
New York, via Suez Canal	Bayern	Melchers & Co.	Sept. 25th, at 4 p.m.
New York, via Suez Canal	Altonow	Russell & Co.	About Sept. 18th.
San Francisco, via Ytham	Albany	Adamson, Bell & Co.	About Oct. 1st.
San Francisco, via Ytham	City of Peking	Pacific Mail S. S. Co.	To-morrow at 1 p.m.
Vancouver, B.C., via K.	Amie	Adamson, Bell & Co.	Sept. 26th, at noon.
Port Darwin, &c.	Chingtu	Butterfield & Swire	September 22nd.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	Sept. 27th, at 4 p.m.
Straits, Colombo & Bombay	Nizam	P. & O. S. N. Co.	Sept. 21st, at noon.
Singapore, Batavia, &c.	Camorta	Jardine, Matheson & Co.	Sept. 20th, at 3 p.m.
Yokohama, via Nag., &c.	Ancona	P. & O. S. N. Co.	Sept. 27th, daylight.
Yokohama, Kobe, &c.	Palamed	Butterfield & Swire	To-morrow, at 3 p.m.
Shanghai, Kobe, &c.	Sungliang	Butterfield & Swire	September 20th.
Shanghai, via Amoy	Bombay	P. & O. S. N. Co.	To-morrow, at 2 a.m.
Hoihow and Bangkok	Palinurus	Butterfield & Swire	To-morrow, daylight.
Swatow, Spore, Bangkok	Yuen Fat Hong	Yuen Fat Hong	To-morrow, at 8 a.m.
Coast Ports	Chow Fa	Douglas Laiprak & Co.	Sept. 20th, at 10 a.m.
	Haitian		Sept. 20th, at 10 a.m.

Intimations.

INTIMATION.

J. Blackhead & Co.

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Hongkong, 26th June, 1889.

HONGKONG & WHAMPOA

DOCK COMPANY,

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SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon